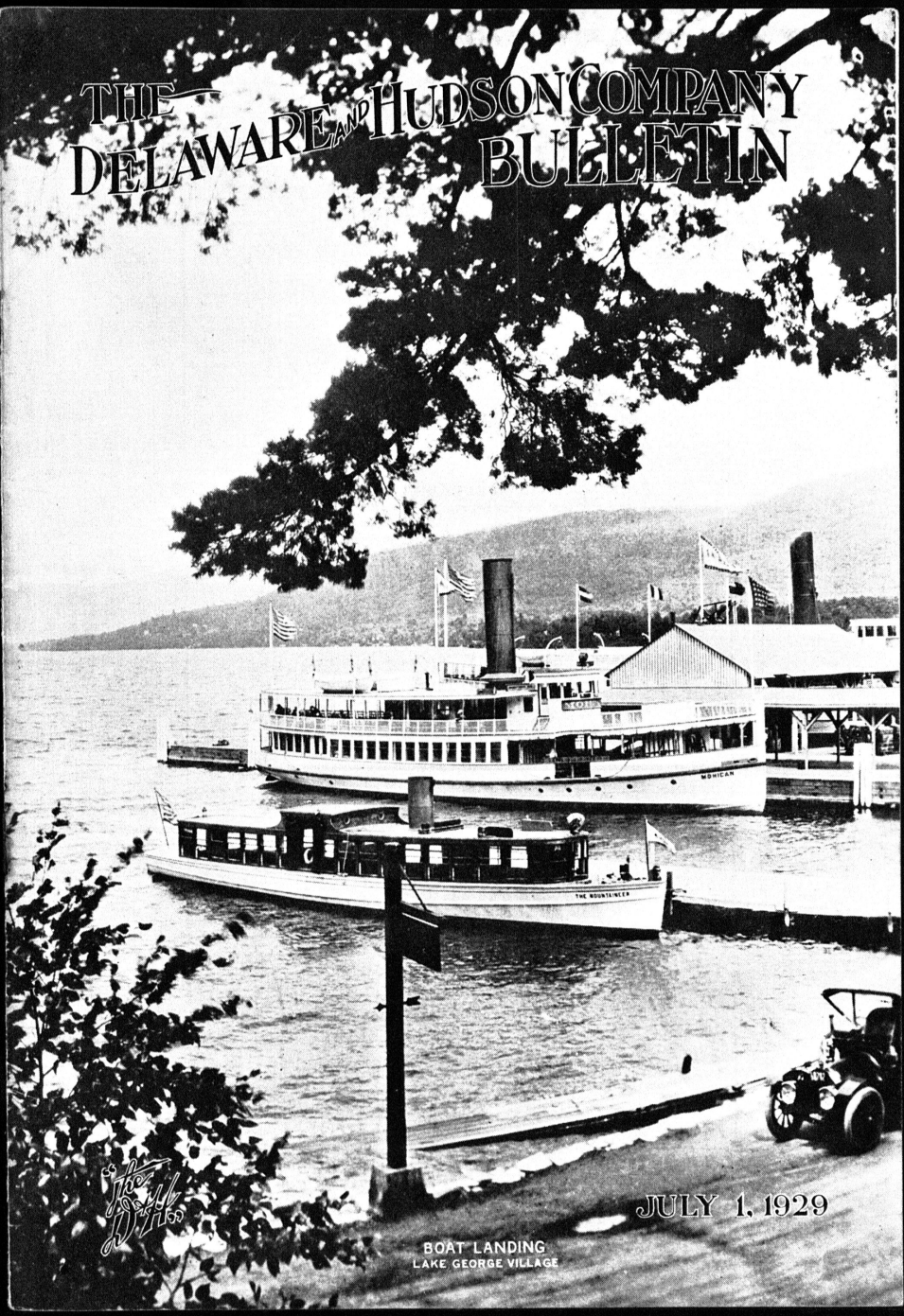
THE DELAWARE AND HUDSON COMPANY BULLETIN



JULY 1, 1929

BOAT LANDING
LAKE GEORGE VILLAGE

Which One?

I WATCH men work in each plant I go thru,
And I see three types in each mill,
There's the man who can't, and the man who won't,
And the man who says "I will."

The man who can't should be pitied,
To him we should always be kind,
For he works each day in the same old way,
His life is a simple grind.

So we have to take care and watch out for this man
To see that he doesn't get hurt,
For safety is something he can't understand,
Or how it applies in his work.

The man who won't is a failure,
And he never will get ahead,
For he pays no attention whatever one says,
And goes on in his own way instead.

When accidents happen and the question is asked
The answer is always the same,
That the man who stubbornly says "I won't,"
Is the man who is always to blame.

And now we come to the last of the three,
The man who says that he will.
We find he is better than all the rest
And the man of the greatest skill.

This is the man who practices care
In every move that he makes;
Safety is part of each job that he does
And his duty he never forsakes.

There is one of these men that's embodied in you,
You can't, you won't or you will.
And I leave it to which one you must be
In order the big job to fill.

B. M. T. Monthly.

The DELAWARE AND HUDSON COMPANY BULLETIN

Vol. 9 | Albany, N. Y., July 1, 1929 | No. 13

Pulled Roosevelt's Special

Thrilling Experiences in the Life of One of a Great Family of Railroaders

SEPTEMBER 14, 1901, was a day never to be forgotten in the annals of American History. The nation was hushed in mourning for President McKinley, who, a few short days before, had been slain by an assassin's bullet in Buffalo. Now the eyes of the people turned to the man who would take his place, the Rough Rider, army officer, and politician, Theodore Roosevelt. When the news came to North Creek, N. Y., that McKinley had been shot, Roosevelt was enjoying a short vacation at his summer cottage there. He must hurry to Buffalo where he was to be sworn into the presidency of the United States.

FRANK A. MYERS

The man who pulled the throttle of the locomotive on that train from North Creek to Saratoga that day is well known and honored by countless employes on the Saratoga Division and everywhere else where he is known on our lines, FRANK A. MYERS, who for forty-seven years was a member of The Delaware and Hudson family.

FRANK was born in a little white house within view of his present home at 47 Van Dam Street, in Saratoga Springs, N. Y. He received his schooling in Saratoga, working at odd jobs about the railroad during the summer months. When sixteen years of age, in 1878, he became a passenger car cleaner and inspector in the coach yard at Saratoga. The following year he became assistant chief car inspector, putting ice and candles in the cars in addition to the work of inspecting the passenger equipment.

That winter he went to work in the Transportation Department as a fireman and trainman, working in the shops part of the time doing extra work and wiping engines. In 1880 he was transferred to the Adirondack Branch where, in May of that year, he was promoted to the rank of engineman. His first engine was the No. 2, an old wood burner. On their trips up and down the branch the fireman had to get down on his knees and throw in the sticks of wood; the swaying of the engine as they rounded the curves prevented his standing upright.

One run on the branch which FRANK will never forget occurred one night after he had become an engineer. After making three trips to North Creek without any rest, he had arrived home, had supper, and was preparing for bed when the dispatcher came up to get him to make a special run to North Creek. The fireman was too tired to

make the trip so the trainman volunteered to go in his stead. The trip was being made to carry a Mr. Durant, one of the chief stockholders of the road, to the bedside of his dying father in North Creek. Mr. Durant told him that he must be in North Creek, fifty-seven miles away, by 9 o'clock; it was 8:03 when the engine backed away from the station at Saratoga. At 8:57 the train stopped at Mr. Durant's gate in North Creek. That was a never-to-be-forgotten ride. The train fairly flew around the curves, swaying as if to leave the rails at any moment, at an average speed of over a mile a minute. Mr. Durant heartily thanked MR. MYERS for his services and invited him into his home to catch up on his sleep. MR. MYERS accepted the invitation and for many hours he slept the sleep of complete exhaustion.

At that time the country along the branch, in fact the entire eastern part of New York State, was only partially settled. MR. MYERS' grandfather had come to America from Ireland with a gang of men to lay the tracks between Round Lake and Ballston Springs. By some mistake on the part of the booking agent in Ireland, the ship docked in Montreal instead of Boston as the men had expected. There was no transportation to be had from Montreal to Round Lake with the exception of boats on Lake Champlain, so the gang set out on foot, walking the entire distance from Montreal to Round Lake.

After many years of service on the Adirondack Branch, MR. MYERS came out on the main line. During the remaining years of his railroad career as an engineman, he spent most of his time in passenger service on trains 41, 32, 33 and 45 on the Lake George Branch. Many times, however, after coming into his terminal from a long passenger run, he would find a freight train waiting to be taken to Whitehall or some other distant point, without rest. "Those days are gone now. These youngsters in the service don't know what real railroading was like," he says.

One day he was pulling a fast passenger train in the dead of winter when he dropped a spring on the bridge at Thurman, N. Y., and it fell down onto the ice. He jacked up the engine himself and repaired the damage so that by the time the wreckers arrived the train was awaiting them in the siding at Thurman.

That was but one of many times that something went wrong with a locomotive on the road when he and his fireman had to repair the damage themselves. Oftentimes the entire Mechanical Department force would be busy at Saratoga and North Creek when his locomotive was wanted to make an extra run after its regular trip. At such times he got down in under and packed the boxes himself so that there would be no delay.

MR. MYERS was one of a family of famous railroad men known throughout Delaware and Hudson territory. His father, familiarly known as Jake Myers, was Master Mechanic and Engineman on the Adirondack Railroad long before it became a part of The Delaware and Hudson Company's lines. Two brothers were also enginemen in the service of our company.

MR. MYERS relates a very interesting incident which occurred one night in Saratoga. There was a train waiting to be pulled to North Creek but the elder Myers was a bit afraid to try to make the trip on account of the bad weather and slippery rails on the curves. They were about to give up the idea when one of the bystanders, an official of the company, remarked that they were afraid to make the run. That was too much for Jake's pride who summoned his son and another engineman and with three engines coupled to the train they started out. Everything went well till they were coming down a steep grade on the branch where the track borders on a lake. The lead engine left the tracks on a curve and shot up the bank. FRANK'S engine, second in the train, swerved to the right, wrapped itself and tank around a telephone pole, and buried its nose in the lake. FRANK was thrown clear of the engine part of which came to rest on his chest. Three of his ribs were broken. A physician was summoned and, after he had bound up the splintered ribs, FRANK went back to work again.

On another occasion a brass broke in a journal box on one of the coaches. The trainman did not care to tackle the job so MR. MYERS and the fireman grabbed a bucket of waste and jacked the car up to replace the broken brass. While they were inserting the new brass the car slipped off the jack, crushing the ends of three of his fingers.

During his lifetime MR. MYERS has traveled extensively, having been in every state in the Union except Florida, which, he thinks, he probably crossed at sometime unknown to himself. He has never, he states, met any group of railroad men or officials who treated the men so fairly as those of the Delaware and Hudson. But for his age and the rheumatism which forced him into retirement, he would be back to work again tomorrow. Had he his life to live over again, MR. MYERS would start once more on The Delaware and Hudson and repeat the experiences which have caused him so much satisfaction and enjoyment during the time which has elapsed since he retired from active service.

Atmospheric Railways

Novel Method of Propulsion Was Speedy but Not Altogether Reliable

THE history and romance of the railroads is so clearly interwoven with steam power that many accept the belief that its supremacy in the field of locomotion has only been seriously challenged since the comparatively recent advent of electricity, the automotive engine and the airplane.

With the dawn of the railroad era in England came many new and adventurous theories with reference to locomotion. On one of these theories, the substitution of atmospheric pressure for locomotive steam power, the greatest attention centered for several years. The idea of obtaining motion by means of atmospheric pressure is said to have originated with Denis Papin about 1674. It was revived in 1810 by George Medhurst, a Danish engineer, who published a pamphlet entitled, "A new method of conveying goods and letters by air." In 1824, a Mr. Vallence, of Brighton, took out a patent for projecting passengers through a tube large enough to contain a train of carriages. Vallence proposed either to drive the carriages through the tunnel by means of large fans located in the rear of the tunnels, or to draw them through by means of a vacuum created by stationary engines operated at intervals along the line. The same idea was again taken up in 1835 by a Mr. Pinkus, an American. Several scientists, including Dr. Dionysius Lardner and S. Clegg, advocated the plan and formed an association to carry it into effect. Capital was raised, and a model was exhibited in London.

In 1840, Clegg and Jacob Samuda patented their plan of an atmospheric railway. Various advantages were claimed by its advocates, including cheapness of operation as compared with steam locomotives, and safety from collision, because the main line was divided into sections by separating valves, and only one train could be in each section at a given time. They publicly tested their system on an unfinished portion of the West London Railway. The results of this experiment were so satisfactory that the directors of the Dublin and Kingstown Railway adopted it for the extension of that road from Kingstown to Dalkey, about two miles in length. It was installed in 1843 and was operated until 1855. The mode of applying the power consisted of a continuous pipe or main laid between the rails, and in it a partial vacuum was maintained by means of air pumps driven by stationary engines placed at intervals along the line. A piston fitting closely in it was connected to the leading carriage of the train by an iron plate which passed through a longitudinal aperture running the entire length of the pipe. This aperture was covered by a valve consisting of a continuous strip of leather, strengthened on one side with iron plates; one edge was fastened, while the other was free to rise, which, as it fell, was sealed by a composition of bees-wax and tallow placed in a groove, the surface of which was slightly melted by a heater, carried on each train, in order to secure an air-tight joint. Fixed to the piston rod was a frame carrying four wheels which lifted and sustained the continuous valve for a distance of about fifteen feet. Thus the piston, having atmospheric pressure on one side and a vacuum on the other, was forced along the tube, taking the train with it.

When the East Coast Railway project was revived in 1844, George Stephenson, who was called upon to assist the promoters, strongly recommended the line he had previously surveyed for operation with steam locomotives. Many eminent engineers, on the other hand, supported the atmospheric system. A public meeting held in Newcastle in December of that year, after a full discussion of the merits of the respective plans, almost unanimously adopted Stephenson's line as the better. The entire scheme was brought before Parliament in 1845, where a severe contest ensued. Robert Stephenson was examined at great length as to the merits of the locomotive line, and Isambard Kingdom Brunel at equally great length as to the merits of the atmospheric system. Brunel, in his evidence, said that after numerous experiments, he had arrived at the conclusion that the mechanical contrivance of the atmospheric system was perfectly applicable, and he believed that it would likewise be more economical in most cases than locomotive power. He also stated that rapidity, comfort, safety and economy were its chief recommendations. Contemporary with this discussion, George Stephenson, after examining the operation of the atmos-

pheric system on the Kingstown-Dalkey line with the object of ascertaining whether it would be applicable for the Chester and Holyhead line, then under construction, and considering it in the light of a commercial enterprise, decided against the system and went so far as to call it a "great humbug." "Nothing will beat the locomotive," he said, "for efficiency in all weathers, for economy in drawing loads of average weight, and for power and speed as occasion may require." Engineers of distinction said that Stephenson was prejudiced, and that he looked upon the locomotive as a pet child of his own. In the end, however, the Stephenson locomotive-operated coast line secured the approval of Parliament.

In 1845, the London & Croydon Railway equipped one of its local lines with the Clegg-Samuda atmospheric system, preparatory to its adoption for all local lines. This line was equipped from New Cross to West Croydon, but trains were never operated beyond Forest Hill. In this connection, Mr. Charles N. Anderson, an author on mechanics, stated that he had in his possession a free pass with the following guarded wording:

> "On presenting this ticket to the Guard at the London Terminus, the BEARER AND FRIEND will be allowed on any day before the ..... to go by any CROYDON Train to Croydon and thence to be conveyed by the ATMOSPHERIC TRAIN, when at work, to the Forest Hill (Dartmouth Arms) Station, and back to Croydon, after which they may return to London by any Locomotive Train on the same day, when this ticket must be delivered to the Ticket Collector at the London Terminus."

Just before the formal opening on October 20, 1845, a striking mishap occurred. During its attachment to a train, a piston broke away and tore through the pipe with great velocity, completely wrecking the end of the tube. It is said that the atmospheric trains frequently failed to negotiate the summit at Norwood Fork, the front coaches having to be uncoupled and taken over and a rope then attached to the rear coaches. By this means the front coaches, assisted by having gravity in their favor, were able to pull the rear coaches over the summit.

In the July 15, 1846, number of *The Voice of Truth*, published at Pittsfield, Mass., appears the following item:

> *"A Railway Race*—The editor of the *London Chronicle* gives the following account of an exciting scene.
>
> "'A railway race is a sufficiently exciting and interesting event; but it is rarely witnessed, and scarcely ever in perfect safety. Between a pair of well matched locomotives it would be sufficiently exciting; but between a new system, like the atmospheric and its rival, the locomotive, the character and reputation of both systems for speed depending on the issue, a well matched contest would be of no common interest. In this case we were lucky enough to see such a race; and we believe any of our readers who leave London bridge station at twenty minutes past two, and take an atmospheric ticket, may any day see the same. We were standing at Forest Hill station, preparing to start, when it was announced that the Dover express train was in sight. Immediately we (the atmospheric train) made preparations to start, and were in the act of starting from rest when the locomotive train "whisked" past us at probably some thirty-five miles an hour. We started, but before we got into motion at any velocity the Dover train was a mile ahead of us and was evidently gaining rapidly in speed. However, on we went like a whirlwind, and it soon became evident that we were gaining on our rival. Three or four minutes decided the race. We passed the express train at a rate exceeding her own by fifteen or twenty miles an hour. Our velocity could not have been less than sixty miles an hour. It was easily maintained, and we were over the Brighton viaduct and considerably beyond it before the Dover train reached it."
>
> Apparently, some good speed performances were made.

The atmospheric system was also tried on the South Dover lines, but was soon abandoned.

As late as 1864, Charles Bergenson, a prominent French engineer, advocated the application of the tunnel atmospheric pressure system for crossing the Alps, similar to a line operated in a short tunnel as an amusement feature in Crystal Palace Gardens at Sydenham, near London. His project was rejected as of no commercial value.

The atmospheric system was fairly and fully tried. It was admitted to be an ideal mode of applying power; its devices were very skillful, and its mechanism was most ingenious. It did not, however, permit of reverse or backward movement of a train. It was costly in installation and operation, irregular in action, and, in particular kinds of weather, not to be depended upon. At best, it was but a modification of the rope-haulage system, and shortly after 1855 the atmospheric system was entirely abandoned in favor of locomotive power.

Josiah Hornblower

American Members of Newcomen Society Pay Tribute to Pioneer Engineer Who Erected the First Steam Engine to be Used in America

ON Wednesday, April 24, the American members of the Newcomen Society of Great Britain for the study of history of Engineering and Technology gathered about the weatherworn stone marking the grave of Josiah Hornblower in the churchyard of the Dutch Reformed Church at Belleville, New Jersey, and unveiled a bronze tablet to perpetuate the memory of the foremost promoter of our great American industrial civilization.

Mr. Hornblower brought to this country in 1753 the first steam or "fire" engine to be operated in the Western Hemisphere. He erected this engine at North Arlington, New Jersey, where it was used to pump water from the copper mine on the Schuyler Estate.

The ceremonies at the grave were opened with a patriotic march by the Belleville High School band. Rev. John A. Struyk, pastor of the church, gave the invocation. Dr. F. R. Low, American member of Council, the Newcomen Society, and editor of "Power," made the dedicatory address. At its conclusion the tablet was unveiled by Mr. C. E. Davies, corresponding secretary of the American branch of the Society. Charles L. Steel, Jr., principal of the local High School, spoke on the honor brought to Belleville by the achievements of Mr. Hornblower both as an engineer and a public official. The selection "My Country 'Tis of Thee" ended the exercises.

The tablet was erected through the efforts of

(Turn to page 206)

(Left to right) C. E. Davies, (kneeling) Rev. J. A. Struyk, President Loree, Dr. F. R. Low, C. L. Steel, Jr.

Annual Inspection of

Delaware and Hudson Battalion Presents Excellent Appearan

Patrolman B. R. Masko, Presented Cup fo

Presentation of Tabor-Loree-Collins Cup

FOR a neat appear[illegible]g, we
ciplined group of men,
Hudson Police Departm
the leading organizations of it
bers our force of 117 may be
of the larger carriers but, man
the equal of any similar unit.

The annual inspection which
Armory of the Tenth Infantr
York National Guard, showed
improvement had been made
the last inspection.

MAJOR F. A. THIESSEN, Chie
and Hudson Police Departme
battalion, with INSPECTOR J.
jutant.

Having drawn up his comma
mation MAJOR THIESSEN pres
J. W. Foos, Infantry, D. O. L
tached to the 105th Infantry

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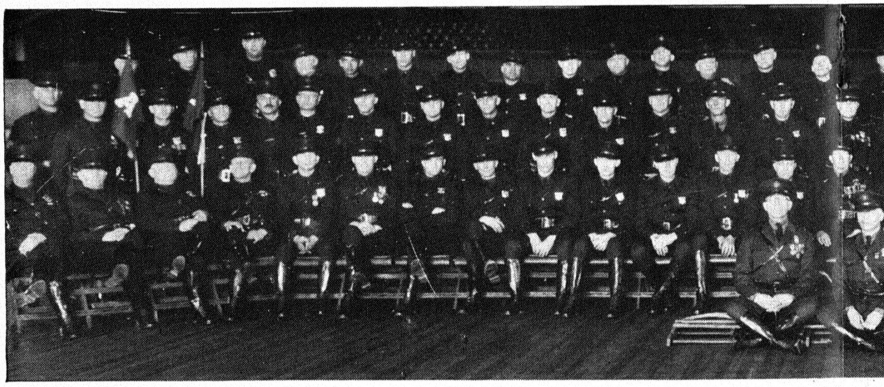


of Police Department

ppearance During Maneuvers at Tenth Regiment Armory.
d Cup for Marksmanship by Colonel Loree

ear ng, well-drilled, and dis- of men, the Delaware and Department stands among tions of its kind. In num- may be smaller than those but, man for man, we have lar unit.

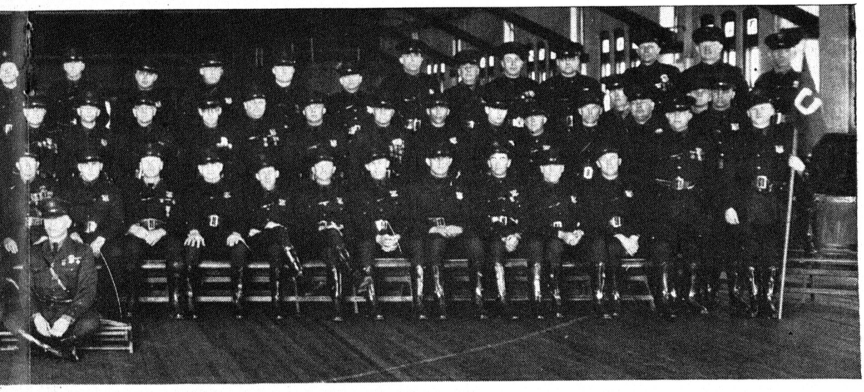
ion which took place at the h Infantry Regiment, New d, showed that considerable en made by the men since

SSEN, Chief of The Delaware Department commanded the ECTOR J. P. ANDRES as Ad-

his command in parade for- SSEN presented it to Major , D. O. L., U. S. Army, at- Infantry as Senior Instruct-

to page 204)

Major Thiessen and Staff



The
Delaware and Hudson Company
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Vol. 9 July 1, 1929 No. 13

Your Health!

THE local papers recently told the story of how a sales manager of a large midwestern concern gave a talk to his sales force. He did not mention volume of business, psychological methods or any of the topics usually discussed at such meetings. He spoke only about health, urging his men to keep physically fit as this is the best working capital a man can have.

No man can do his best when he is only seventy-five per cent well. We all know that from our own experience. Proper choice of food, sufficient rest and a certain amount of the proper kind of recreation will go a long way toward keeping us free from sickness.

Better health means better business and greater success for any man or woman. A sound mind and a sound body make a combination that is hard to beat. Think this over when you are planning your vacation.

That Thing Called Loyalty

NAPOLEON is standing on the bridge spanning the Adige River at Arcola, leading his troops in one of the most crucial battles of the Italian campaign. The enemy cannon are laying down a furious barrage and the French troops fall back. Bonaparte, apparently wounded, is left practically alone on the bridge with his adjutant, Lieutenant Muiron, while his soldiers flee to the shelter of an embankment.

Suddenly, in the melee, Muiron flings himself before the young general to protect the latter, and an instant later falls, mortally wounded. Bonapart manages to secure a horse and reaches the embankment in safety.

By this act the name of the young adjutant is immortalized.

Such was the loyalty that Napoleon inspired in his troops. As one writer expresses it, this loyalty resulted from the fact that Bonaparte took as good care of his soldiers as a craftsman does of his tools.

All of us can't be Muirons, even if our devotion to a cause or a principle would lead us to such self-sacrifice; but we can, in our own small way, be faithful to those who put trust and confidence in us. And we may be sure that such devotion will ultimately be recognized for its full worth.

Our National Safety

WITH the coming of the one hundred fifty-third anniversary of the independence of our country it is natural that we give some thought to the means of continuing to maintain this position. Among the nations of the earth we have taken a leading part in the limitation of armaments in order to reduce the tax burden which must accompany the maintenance of large military and naval establishments. In spite of our desire to reduce taxes the preservation of our safety from external dangers must remain as a source of expense.

Our safety is also menaced from within, as we all know, and to guard against this we are likewise spending large sums of money. Unlike the taxes which go to pay for the upkeep of our military establishments what we put into Safety Work is an investment upon which we draw dividends immediately. This applies not alone to the employer but also to the employe. A person who has been injured is an economic loss to himself as well as to his employer in spite of insurance and its benefits.

The financial or economic side is, however, of minor importance. After all, most of us would be willing to take a chance on having some foreign enemy come over here and chase us out if it were not for our wives and families. It is to protect them that we maintain armies and navies. In the same way we work safely, not so much because of ourselves, perhaps, as for the protection and the happiness of those we love.

We can't gamble with other people's money nor can we risk their happiness because of our own thoughtlessness. PLAY IT SAFE!

For a Great City

NEW YORK CITY'S very life depends upon the steady service supplied by 1,500 freight cars which are needed daily to bring to this metropolitan city the food consumed from one sunrise to the next.

This fact, and others illustrating the vital place which the railroad occupies in the life of the modern city, are taken from *Facts About New York Today*, just published by the Merchants' Association of New York. A part of the compilation follows:

"These 6,065,000 people (New York City's present population) are consuming food at the rate of approximately 3,500,000 tons a year, an average of more than 1,000 pounds of food being consumed or wasted by every man, woman and child.

"These people use 2,659,632 quarts of milk a day, almost a pint apiece.

"The Health Department estimates that they use 7,000,000 eggs a day.

"Fifteen hundred freight cars are needed daily to bring the food that New York eats.

"If placed together they would form a train twelve miles long.

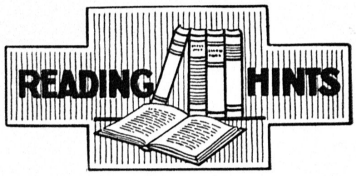
"New York City's annual consumption of coal amounts to approximately 21,000,000 tons, including 13,000,000 tons of virtually smokeless anthracite used for heating.

"It uses annually 8,000,000 tons of bituminous coal, including 2,000,000 tons necessary to bunker the ships in the harbor.

"The population of New York City is growing at the rate of 3,899 per month."

Annual Inspection Trip

THE Board of Managers of our company made their annual inspection trip over the lines June 6th, 7th, 8th, and 9th. The party stopped at Colonie shops to inspect locomotives which had been recently completed there.



BOOKS

RAILROAD FREIGHT TRANSPORTATION, LEONOR F. LOREE. As much real information in one book as is contained in many Railway Training Courses. (D. & H. Library.)

John Stevens, An American Record, Archibald Douglas Turnbull. Published by Century Company. The biography of a great American engineer who was one of the pioneers of railroading.

The American Background, G. V. Portus. Published by Macmillan Co. A racial, political, and economic view of American life as seen by an Australian.

MAGAZINE ARTICLES

The Seven Sane Years by Harrison Reeves, Nation's Business for June, 1929.

The Future of American Business by Bruce Barton, The American Magazine for June, 1929.

The Story of the Machine by Silas Bent, the World's Work for June, 1929.

The Kind of Poise That Gives You Power, by M. K. Wisehart, The American Magazine for June, 1929.

About Apples

NEARLY one-half of the world crop of apples is produced in the United States, according to a study just completed by the Bureau of Railway Economics and made public today, of apple production and the relationship of farm, wholesale and retail prices to transportation costs.

"During the crop years 1924 to 1927," according to a bulletin issued by the Bureau of Railway Economics based on its study, "the annual production of apples in the United States averaged 178,600,000 bushels, of which 94,800,000 bushels, or about 53 per cent, entered commercial channels as fresh fruit.

"Of this production, the United States exported an average of 12,835,000 bushels of apples annually, of which approximately 54 per cent were transported in barrels and 46 per cent in boxes. In addition, in terms of fresh apples, annual ex-

ports of dried apples and canned apples averaged 2,563,000 and 343,000 bushels, respectively.

"Apples from the United States were distributed to all parts of the world, those for the year ended on July 1, 1928, reaching 72 different countries. The United Kingdom furnished the largest market for fresh and canned apples exported while Germany provided the largest market for dried apples.

"More than 93,000 cars of apples were shipped by rail from the producing areas to markets in the United States during the year ended July 1, 1928. Distribution within the United States was widespread, apples from the Northwest reaching all of the states, while those from the Eastern and Central states entered practically all states east of the Rocky Mountains. Rail hauls of 2,500 miles and over are common."

Washington state, according to the bulletin, ranks first as an apple producing state, production there in 1927 having been 25,343,000 bushels, of which 88 per cent was raised for commercial purposes. New York state ranked second, the total crop in 1927 amounting to 13,600,000 bushels, of which 60 per cent was commercial. California was third, with Virginia, fourth, Pennsylvania, fifth, and Idaho, sixth.

Police Inspection

(Continued from page 201)

ing Officer, for inspection. Major Foos was accompanied by a staff consisting of COLONEL J. T. LOREE, MESSRS. H. F. BURCH, and W. W. BATES, MAJOR OGDEN J. ROSS, and CAPTAIN E. B. GORE.

Following the battalion parade came a detailed inspection during which the Inspecting Officer scrutinized the personal appearance of each man and the condition of his equipment. At the conclusion of his inspection Major Foos complimented the men on their fine appearance. He mentioned particularly that their personal appearance was excellent, that uniforms were neatly pressed, and that all leather was neatly polished and matched.

This condition of leather it may be said here is not an accident, but the result of much hard work on the part of the members of the department in "toning-down" the varying shades of the different pieces of equipment until at the present time cap visors, belts, lanyards, puttees, and shoes are of a uniform shade, adding greatly to the appearance of the battalion.

It was with considerable difficulty that the decision was reached awarding the guidon for the best appearance to Company C as both A and B Companies showed up well, B Company being the winner at the last inspection.

Although the companies executed the various maneuvers with the snap and precision that comes with long practice, it should be noted that the company assignments for the inspection were made arbitrarily by lining up the men according to height and then dividing them into three equal groups for the purpose of inspection. For the rest of the year they are scattered over the entire system from Rouses Point to Binghamton and Wilkes-Barre so that their showing while on parade is all the more creditable.

At the conclusion of the inspection the companies formed on three sides of a hollow square with PATROLMAN BERNARD R. MASKO and the company guidons in the center. COLONEL LOREE then presented the Tabor-Loree-Collins Cup to PATROLMAN MASKO in recognition of his having won the Annual Competitive Shoot of the Department at the Rensselaerwyck Rifle Range, May 8.

After the presentation ceremony was concluded the battalion passed in review before MAJOR THIESSEN and was dismissed.

The Company officers were: A Company, CAPTAIN OTTO B. ABEL, LIEUTENANTS H. W. HOOGHKERK, and JAMES FOX; B Company, CAPTAIN N. R. HENTZ, LIEUTENANTS E. V. BROWN, and T. J. CARRICK; C Company, CAPTAIN F. J. LEBARON, LIEUTENANTS C. W. BENTLEY and F. S. WHITE; Bugler, PATROLMAN J. J. PLADEL.

"The Honeymoon Express"

IT may be necessary to change the name of *The Laurentian*, our "crack" daylight train, running between Montreal and New York if we are to judge by the June business reported by CONDUCTOR F. S. CONNAUGHTY.

On June 3rd he reports that his train carried six pairs of "newlyweds" out of Montreal which is enough to entitle it to be designated as "The Honeymoon Express." If this instance is not enough to clinch the matter he is willing to refer to a previous trip, the date of which is not available just now, on which his train carried no less than twelve couples, all more or less unsuccessfully trying to look unconcerned.

Niagara Falls isn't what it used to be as an attraction for the young folks!

The man who never puts his ideas into action is as valuable as a phonograph without a record.

Save Your Pennies!

The Veterans' Clambake Will be Worth All It Costs, So Start Now, Plan to be There, and It Will be Easy to "Pay When You Go"

MANY of the "clam-eaters" who wrought such havoc among the succulent bivalves at the bake held at Otsego Park in 1907 and who are pictured below will again be seen in action at the Sidney Camp Grounds where the Delaware and Hudson Veterans will hold their Clam Bake on Saturday, August 10th.

tainly miss more than three dollars worth of a good time if you don't take in the Clam Bake. As stated in THE BULLETIN, the Chamber of Commerce of Sidney has arranged for automobiles to carry everyone between the depot and the covered pavilion in which the affair is to be held. The Company will also contribute to the success

"Just Before the Battle"—Otsego Park, 1907

We are not going to tell you the names of any of the members of the group for fear that they might be embarrassed by having a crowd gather 'round to see if they can juggle clams with the same dexterity that they displayed a bit over twenty years ago. However, if you attend the affair, as of course you will, there will be an excellent opportunity to distinguish these particular Veterans by the experienced way they tackle their clams.

If you have never been initiated into the mysteries of eating clams don't remain in ignorance after August 10. Just come to Sidney and watch any one of a hundred Veterans whom we might name. That's the quickest way to learn.

The entrance fee is $3.00 each and you will certainly miss more than three dollars worth of a good time if you don't take in the Clam Bake. As stated in THE BULLETIN, the Chamber of Commerce of Sidney has arranged for automobiles to carry everyone between the depot and the covered pavilion in which the affair is to be held. The Company will also contribute to the success of the occasion by providing train service for the accommodation of all employes in going to and returning from the event.

Of course it's a long time between now and August 10th, but that is just the reason we are telling you all about it. Plan ahead, set your vacation back or go without it entirely if necessary, but don't under any conditions miss this party at Sidney even if you have to go in a wheel-chair. Because of the fact that August 10th is a long time after pay day it will be necessary to do a bit of scheming to make sure that you will be able to finance the trip at that time so start right in now and "salt down" one good round iron dollar each time the paymaster comes along and there you have it!

Josiah Hornblower

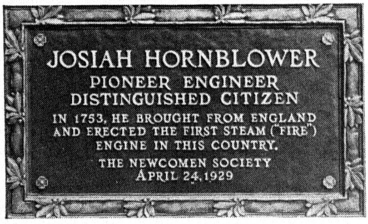
(Continued from page 199)

a committee consisting of MR. L. F. LOREE, Chairman, Dr. F. R. Low, and Mr. C. E. Davies, appointed by the American branch of the Society in 1928.

The exercises at the grave were witnessed by ten descendants of Mr. Hornblower and many residents of Belleville, Newark and adjacent municipalities.

Following the ceremonies at Belleville the members of the Society returned to the Engineers' Club, New York City, where the fifth annual meeting and dinner of the Society were held at 7 P. M., at which high tribute was paid to Mr. Hornblower by many prominent engineers and exponents of steam power.

At this meeting MR. L. F. LOREE, a leading member of the Society and President of our Company, presented a paper on "The First Steam (Fire) Engine in America," giving the history of the engine and the life of Mr. Hornblower, which will appear in the next issue of THE BULLETIN.



Wonders of "Wireless"

AMONG the many wonderful achievements credited to radio is the comparatively new system of the transmission of photographs by wireless. This has now been applied in the apprehension of suspects and criminals trying to seek refuge in another country.

A dramatic instance, in which this remarkable device was used, aroused considerable interest in the press of the United States and enabled the Police Department of New York City, with which detectives of the American Express Company were cooperating, to capture a criminal who had obtained some American Express Cheques by fraud.

The man sought was Constantino Queruben, a

Above: Police Photograph. Below: Radio reproduction from which criminal was indentified

Filipino forger and confidence man, who was aroused from his berth on board a steamer approaching Honolulu harbor, the day after Christmas, to be positively identified by means of a facsimile radio photograph, taken from an original in the files at New York Police Headquarters.

The picture had been projected all the way from New York, 2,600 miles across the Pacific in this way. The man sought was heading for the Orient and had been trailed across the United States to San Francisco. There he was missed by one day and his presence traced to the Japanese steamship *Tenyo Maru*, whose captain verified by radio the presence of the man on board occupying the best cabin on the ship.

It was then that the photo-radio system of the Radio Corporation of America was employed so that the police at Honolulu could have a facsimile of the Rogues Gallery photograph, when the ship dropped anchor in the harbor. Two local detectives arrested the man and officers were sent from the Police Department at New York to bring the prisoner back to that city when he reached the Pacific Coast.—*American Express Notes.*

THE supply of BULLETINS for the last four issues has been so depleted by requests for additional copies that the editor will greatly appreciate having any extra copies which may be on hand returned to his office, Room 905, Delaware and Hudson building, Albany, N. Y.

Clicks from the Rails

First Auto Accident

Did you know that it was an accident that took the automobile off the highway more than 100 years ago and put it on rails?

In 1802, Richard Trevethick, an Englishman, who has been called the Father of the locomotive, was speeding along a highway at ten miles an hour in a steam carriage of his own design. His power buggy got out of control and ripped several pickets out of a fence.

That accident set the development of the automobile back nearly 100 years. Trevethick's invention was considered too dangerous to run at large on the highways so it took to rails and a private right of way.

As late as 1896 England still had a law which prohibited any powered vehicle from traveling faster than four miles an hour on public highways. As an additional safeguard, the vehicle was preceded by a man carrying a red flag.

* * *

An Old Ticket

The Rutland was recently requested to redeem a ticket forty-three years old that once was good for six miles of travel. Thomas J. Whalen, ticket agent, was at the window of the Rutland station when a woman presented a ticket that had been issued at East Dorset on January 7, 1886, by the Bennington & Rutland Railroad, since absorbed by the Rutland line. Someone had traveled as far as Rutland on the ticket. The woman wanted to obtain passage to Proctor on the remaining unused portion. Whalen paid the woman's fare, 22 cents, and added the ticket to his souvenirs.

* * *

Orders, Please

A few years ago Engineer Donohue, of the Missouri Pacific, had a breakdown of his engine on the Kickapoo grade. He went to the telegraph office and sent to the master mechanic, W. T. New, the following message, which, to our notion, outclasses the famous "Off Again, On Again." "Mr. New: Number two, busted flue, going through Kickapoo. What would you have me do?—Donohue."

Some "Shooting Iron"

J. H. Burnett, district special agent, Rock Island Lines, El Reno, Okla., who recently was elected secretary-treasurer of the Sheriffs' and Peace Officers' Association of Oklahoma, is the proud possessor of a new 45 calibre pearl-handled revolver that is unique in many ways. In addition to having his name and addressed carved in the pearl handle by one of his men, Patrolman C. H. Kennedy, this revolver is decorated with 14 chipped diamonds, 22 rubies, 9 gold dollars, the picture of the owner and his finger print, and the Rock Island emblem. All of this decorative work was performed by Patrolman Kennedy.—*Railway Age.*

* * *

A Long Tail

A "snake" twelve feet long recently made its appearance in the local freight office of the Illinois Central System at Chicago. This "snake" was welcomed instead of being killed, however, for "snake" is railway parlance for a shipping ticket of unusual length. The average shipping ticket for less-than-carload freight covers about six items. This twelve-footer covered 490 items, consisting of 1,526 packages aggregating 55,914 pounds. It required two hours for a rate clerk to look up and note the freight rates on this "snake," and the billing clerk used three and one-half hours in grouping the commodities by classes and issuing the waybill.

* * *

Railroad Fire Boat

The Boston and Maine faced a hard problem along fire fighting lines at their Boston terminal. A serious fire in one of the wharves could not be put out for the reason that none of their fire-fighting equipment would shoot a stream of water on the timbers and piles from below. It was only after several large holes had ben chopped in the wharf that the fire was put out. As a result the firemen put their heads together and solved the problem by putting an outboard motor on a rowboat and attaching four nozzles to a gasoline driven pump. Since that time they have had no fear of such fires.

Many Train Orders

After publishing in THE BULLETIN of March 15, the item to the effect that a telegrapher in Iowa after working fifty-five years estimates he had delivered 10,000 train orders, we received the following from L. W. COOK, our agent at Tunnel, N. Y.:

"As a matter of curiosity I have estimated the number of train orders handled by myself during twenty-one years service with The Delaware and Hudson Company as 36,750 separate orders received and delivered. The method used follows: allowing fifteen days' vacation leaves three hundred and fifty days' work, handling an average of five orders a day which is a very low average even under present conditions, making 1,750 orders per year or 36,750 orders for twenty-one years. The actual number of orders would be much more as during the war period my daily average was fifteen or twenty."

* * *

New Use For Light

A beam of light has been put to work by General Electric Company engineers to count the automobiles passing through the Holland vehicular tunnel under the Hudson River in New York. The beam of light is directed diagonally from the roof of the tunnel to the ground on the opposite side of the roadway. While no automobiles are passing it the light passes uninterrupted to the receiver on the ground where it makes an electrical contact through a relay. If a car is passing through the light beam is broken, which causes a break in the current. This operates a counting device in one of the offices some distance away. If the device proves successful it may be put to use in many other ways.

* * *

A King Scout

Burton McDougall is a telegraph messenger for the Canadian Pacific at Moose Jaw, Sask. But that isn't all. Burt is a prominent Boy Scout, rating as a King scout and being the possessor of the coveted Class C gold cord of honor. He has also been selected as one of the contingent of scouts who will go to England for the Boy Scouts' convention this summer.

America

OURS is a land rich in resources; stimulating in its glorious beauty; filled with millions of happy homes; blessed with comfort and opportunity. In no nation are the institutions of progress more advanced. In no nation are the fruits of accomplishment more secure. In no nation is the government more worthy of respect. No country is more loved by its people. I have an abiding faith in their capacity, integrity, and high purpose. I have no fears for the future of our country. It is bright with hope.

— *President Herbert Hoover.*